

# Hongkong Daily Press.

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No. 13,170. 號十第百壹千壹萬第 日肆十式月四年六十二緒光 HONGKONG, WEDNESDAY, MAY 23RD, 1900. 卷拜禮 號十式月五年百九千壹英港香 PRICE \$2½ PER MONTH.

Now Advertisements will be found on page 4.

## NOTICES OF FIRMS

### NOTICE

**DURING** the Temporary Absence of our Manager, Mr. EUGENE BERNHEIM, Messrs. GUSTAVE KOENIG and ERICZ PATHEY will SIGN for our Firm jointly per Procuration.

J. ULLMANN & CO.  
Hongkong, 17th May, 1900. 1502

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Hongkong, 9th October, 1895. 1319

Arrivals, Departures and other Shipping Intelligence will be found on pages 6 and 7.

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CHARGES MODERATE.

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A. FONSECA, Manager.

Hongkong, 1st December, 1899. 146

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ESTABLISHED A.D. 1841.

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Our communications relating to the news columns  
should be addressed to THE EDITOR.  
Correspondents must forward their names and  
address with communications addressed to the Editor,  
not for publication, but as evidence of good faith.  
All letters for publication should be written on  
one side of the paper only.  
No anonymously signed communications that have  
already appeared in other papers will be inserted.  
Orders for extra copies of Daily Press should  
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that hour the supply is limited. Only supplied for  
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Telegraphic Address Press—A.B.C. Code.  
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**DEATH.**  
At his brother's residence, Canton, on the 18th  
instant, Cyrus Lay Kwo, of Hongkong, late of  
Melbourne, Australia, and Straits Settlements,  
aged 60 years.  
Melbourne and Straits Settlements papers please  
copy. [1600]

**The Daily Press.**

HONGKONG, May 23rd, 1900.

This public have already expressed their  
conviction that the so-called opening of  
inland waters was a hopeless sham, and we  
have pointed out before the manner in which  
British interests have been deliberately given  
away by Mr. Bax Inoué, at that time  
H. M. Chargé d'Affaires at Peking. This  
view is supported by his despatch to Lord  
Salisbury dated May 25, 1899 (No. 223  
of the recent Blue Book, China No. 1,  
1900) with regard to the additions sub-  
sequently made by the Chinese to the  
Regulations. In this despatch he writes:  
"The Chinese Authorities also contended  
that some definition of the type of steamer  
seemed necessary, not for the purely  
inland navigation, but to prevent the  
"undue extension of what was intended to  
be inland trade to distant places along  
the coast not opened to international trade."  
The words "not being vessels of sea-going  
type" were accordingly added to Regula-  
tion II. Now, it was to be expected that  
the representatives of the Power that  
obtained the concession would have at least  
taken the trouble to read the Regulations  
before commenting on the additions made to  
them—additions, we may remark, made  
subsequent to their issue and correction by  
Sir Claude MacDonald. But such Mr.  
Bax Inoué does not seem to have done,  
and his failure in this respect is only  
equalled by the tone of his communications

to the Shipping Companies, on which we  
at the time expressed our opinion. Had  
he read clause I of the Regulations he would  
have seen that the expression "inland waters"  
is used with a similar meaning, to that  
given for places in the interior (not in)  
in the fourth article of the Chefoo Convention,  
and had he taken the trouble to read the  
fourth article of that Convention he would  
have found that the definition of the words  
inland (not in) applies as much to places on  
the sea coasts and river shores as to places  
in the interior not open to foreign trade.  
This is plain enough, and, if it means any-  
thing at all, means that every river side and  
coast town in the Empire of China is open  
to steam traffic. And yet in spite of that  
we find Mr. Bax Inoué calmly accepting a  
dictum of the Chinese Government which  
completely annuls this—a point which his  
predecessor in office, Sir Claude MacDonald,  
had taken particular pains to insist upon.  
We noted at the time the manner in which  
this addition to the Regulations was smuggled  
in by the Chinese Government after  
those Regulations had been amended by the  
British Minister. Shortly after the introduc-  
tion of this absurd and meaningless  
definition of the class of steamer to be used,  
we pointed out the object with which it was  
inserted, and our contention is now borne  
out by Mr. Bax Inoué's despatch. When the  
draft Regulations were submitted to Sir  
Claude MacDonald he very properly  
erased the word "small," having reference  
to steamers, on the grounds that the size of  
steamers might safely be left to the require-  
ments of trade. It is most extraordinary that  
he should have allowed it to be replaced by one  
equally vague and absurd. Its introduction,  
as we said at the time, could serve no useful  
purpose. Either all the places in China  
are open to steam traffic or they are not.  
If they are not, let us have a list of those  
that are and let the kind of steamer that will  
run to them be left to the judgement of  
those better able to form an opinion than  
members of the Tungli Yamen, or even the  
British Legation. The reason why it was in-  
serted is obvious and is essentially a Chinese  
trick. It was not of course to be expected  
that the vast shipping interest of Great  
Britain in the East is a matter which would  
trouble a gentleman of the light and almost  
fanciful nature of Mr. Bax Inoué. It merely  
appeared to him that British Shipping  
wished to engage in, to quote his own  
words, "the carrying trade of the interior." If  
they did not, what the object was in  
opening inland waters does not appear to  
have struck him! But the fact that they  
did wish to do this appears to him (a  
British Official) to be reasonable and hand-  
some grounds for doing all he can to stop  
them. In a word, it is the Circumlocution  
Office once more fitly represented in all its  
uselessness by Mr. Bax Inoué. What,  
we should like to know was, and is, the  
result of the protests made by the Consul  
at Canton and the West River ports  
against the differential treatment accorded  
to British Shipping. Mr. Bax Inoué instructs  
them to protest. Do they or have they protested? And if so  
has there been any practical result from  
the protests? In the Blue Book now  
before us it appears from the Consul's  
despatches that there was grave and urgent  
necessity for measures being enforced on  
the Chinese to secure equality of treatment  
for all vessels; and, although these des-  
patches were written twelve months ago  
and instructions to protest were issued  
twelve months ago, the situation to-day  
remains exactly as it was then. The  
instructions to protest were written as a  
sop to the public and were understood to  
be such by the Consuls to whom they were  
addressed. No protests have been made,  
no steps have been taken to place British  
ships on terms of equality with other  
vessels, and, up to date, not a package or  
bale of goods has been carried in steamers  
under the concession—due to the restrictions  
placed in the way by Sir Bonnet Hare,  
acting for the Chinese, coupled with the  
apathy of the British Officials. A result,  
creditable alike to the Minister who got  
the kudos of opening the waters, and to the  
Prime Minister who, nearly two years  
ago, assured Parliament that the British  
Government would insist on the Regulations  
being amended in a satisfactory sense!

There is also another point on which  
those interested in the question, and with it  
of the effectual opening of China to trade,  
would do well to enquire and that is, what  
reply Mr. Bax Inoué gave to Lord  
Salisbury's despatch of October 25th last  
(No. 381 of Blue Book) wherein he encloses  
copies of communications from the Board  
of Trade and from Mr. GEORGE JAMIESON.  
Lord Salisbury adds: "In the meantime  
I should be glad to learn whether in your  
"opinion the remedy suggested by Mr.  
"JAMIESON in his Memorandum of the 8th  
"August, viz. that the destination and not  
"the steamer should be made the criterion  
"of the duties payable, is one which would  
"commend itself to the mercantile and  
"shipping community?" No answer appears  
to this and we are left in the dark as to  
Mr. Bax Inoué's ideas on the subject

but, judging by his previous communica-  
tions, it is not difficult to conceive that it  
would betray that grasp of the subject  
which was the marked characteristic of his  
correspondence on the matter. He knew  
he was to be in office for a short time only  
and hoped to stave off the trouble and  
attention the initiation of the measure  
suggested by Mr. JAMIESON—which are of  
course the only remedies—would involve.  
Nor is it alone in respect to inland naviga-  
tion that an unsatisfactory state of affairs  
is disclosed by the Blue Book. Despatch  
No. 77 from Sir Claude MacDonald, says  
of Samshui: "No fresh cases (of illegal  
"exaction of lekin)." The ordinary reader  
would suppose from this that owing to the  
strong action taken by the British  
Government no fresh cases had occurred.  
On turning to the enclosure on which Sir  
Claude's statement is based we find exactly  
the opposite to be the case. The Consul's  
words are: "No fresh cases have been  
"brought to my notice, but the taxation  
"of foreign goods in Chinese hands goes  
"on constantly even in Samshui itself, the  
"Chinese merchant unwillingly consenting  
"for fear of reprisals should they object."  
This is what Sir Claude calls "reporting  
that no fresh cases have occurred at the  
port." We fancy the general public dis-  
satisfied somewhat from this interpretation. The  
present state of taxation at Samshui and  
throughout the delta generally is in a most  
unsatisfactory condition and to represent it  
as otherwise is wilfully to falsify things.  
The fact is the diplomatic successes which  
Britain is supposed to have acquired  
during the past two years in China are  
more evident on paper than in reality  
and there is a gradual awakening to the  
fact in England. Sir EDWARD GREY's  
speech, following that of Mr. WATSON in  
the House of Commons on the China debate,  
forebodes that once the Transshu ques-  
tion is settled the hand of the Government  
will be forced, and that stronger and more  
drastic measures will be insisted on in order  
to compel China to observe treaties which  
she has persistently broken and which have  
with impunity for the past fifty years.

H. M. B. Orlando left the harbour yesterday  
on her voyage to Weihaiwei.

In the 24 hours between noon of the 21st and  
noon of the 22nd instant, there were reported  
29 fresh cases of plague and 27 deaths.

The Post Office will be closed to-morrow,  
the Queen's Birthday, except from 9 to 5 a.m. The  
night box will be left open, but the Money  
Order office will be entirely closed.

Notwithstanding the strenuous exertions of  
the police to put down gambling among the  
Chinese there is not the least doubt that the vice  
is as prevalent in the colony now as it was some  
years ago. A house raided on week may be used  
for a similar purpose the next. The house 244,  
Hollywood-road, where the police captured 19  
men who were gambling, had been twice raided  
before and heavy fines imposed. On the first  
occasion a man who was endeavouring to escape  
from the police was killed by falling down the  
staircase.

At the Harbour Office yesterday, before Mr.  
Basil Taylor, George Osmond, carpenter of the  
s.s. Japan, was charged by Captain Wright, the  
master, with disobeying his lawful commands  
on board the sail ship on the high seas on the  
18th and 19th inst.—Captain Wright said that  
on the 18th May, at 7 a.m. he sent for the de-  
fendant and told him to go to work, whereupon  
the defendant went forward and went to bed,  
and refused to turn out. He also refused work  
the following day.—The Chief Officer (Mr. Le  
Mair) corroborated.—The defendant, who is get-  
ting on in years, admitted the offence, but  
that he had been driven to drink by the bad  
treatment he received on board.—He was fined  
10 days pay.

We have received a pamphlet entitled *Ozaka*  
as a Free Trade Port: also as the *National*  
*Capital of Japan*, by Mr. Nakahashi Tokuro,  
who warmly advocates these schemes. The  
author has no difficulty in demonstrating the  
importance which its position gives Ozaka; and  
he claims that there is no more practicable  
scheme for the establishment of Japanese em-  
pire in the Pacific than the making Ozaka a  
free-trade port. He goes carefully into the  
positions of the capitals of the principal countries  
throughout the world, and confidently asserts  
that ten years hence the project will be seriously  
discussed, in ten years more carried into prac-  
tice. The author is very enthusiastic, but he  
marshals his facts with skill.

The *Nagasaki Press* of the 17th inst. says:—  
We regret to announce the death, which  
occurred yesterday morning, of Mr. Thomas  
Scott, an old and respected resident of this port.  
Mr. Scott was a native of New York and came  
to the Far East about 38 years ago to take up  
an appointment with Messrs. Oliphant & Co., of  
Shanghai. On leaving that firm he was sub-  
sequently employed by other Shanghai firms.  
Mr. Scott came to Japan to take service with  
the late Mr. John Kelly, the founder in Yokohama  
of the present firm of Kelly and Walsh.  
From Yokohama, Mr. Scott came to this port  
and at the time of his death held the post of  
bookkeeper to Messrs. Lake & Co. During his  
stay in Shanghai Mr. Scott was unfortunately  
attacked by apoplexy, from which he suffered  
severely, but his sufferings were borne with re-  
markable fortitude.

It is announced that a new section has opened  
in Canton, for the study  
of French, and that Mr. Martel, formerly of  
Hongkong, has been appointed teacher by H.E.  
the Viceroy Li Hung-chang.

According to a Seoul telegram received by  
the Japanese authorities, all the demands for  
mining concessions preferred lately by the United  
States and French Ministers at Seoul have  
been rejected by the Korean Government. It  
appears that Japan's claim for the concession of  
the Chokusan gold mine has also been refused.

A French paper, *Le Libérateur*, is raising a fund  
for the restoration of a statue to Colonel de Villabona-  
Mareuil, in recognition of "his noble death in  
the cause of a friendly nation"—against another  
friendly nation. Lord Methuen's act in build-  
ing a tomb for him, of course, is merely a  
tribute to a gallant enemy, and has no political  
significance. *Le Libérateur* has a sub-  
scription for an enamelled sword of honour  
for General George, to console him presumably  
during his stay at St. Helena.

The Japanese Government has instructed the  
local Governments not to give passports for  
labourers going to Hawaii under any circum-  
stances till further notice. The immigration  
question as regards Hawaii requires (a Japanese  
paper remarks) the consideration of the Japanese  
authorities prior to the new Hawaiian Bill  
coming into operation. The Japanese Immi-  
gration Companies are making urgent com-  
plaints over the instruction.

The *Japan Mail* reports the arrival on the  
10th inst. of the U.S.S. *Hancock*, with members  
of the Philippine Commission on board, in  
Yokohama Harbour. The members of the  
Commission are Judge Taft (President), Judge  
Ida, Mr. L. E. Wright, Professor Bernard  
Moses, and Professor Dean Worcester. The  
family of several of the commissioners will  
stay at Yokohama during the summer to avoid  
the unpleasant hot season of Manila. The  
*Hancock* was expected to remain at Yokohama  
till Thursday, the 17th inst., when she was to  
proceed to Manila via Nagasaki.

In the letter from which we quoted yesterday  
from a *Bangkok Gazette* correspondent with the  
Burmes Boundary Commission, the writer says  
that the result of the conference between  
the British and Chinese commissioners, "in  
spite of concessions offered by us, is that the  
Chinese stick to their idea of the treaty line  
which is geographically ridiculous, cutting natural  
features here, there and everywhere, and  
politically objectionable, as it divides the Wa-  
country in two, and we adhere to the line  
indicated by the treaty, the country passed  
through by this line having been more or less  
completely mapped during the tour. The ideas  
of the two Commissioners will be submitted to  
their respective Governments, and it may reason-  
ably be hoped that our line will be accepted  
as it stands." The correspondent continues:—  
"The British Commissioner tried to persuade  
General Lin to accompany him to the spot  
where the boundary first touches the Nam Hsa  
river and jointly erect a cairn; this he refused  
to do. Mr. Scott is, therefore, going to set one  
up independently; when this has been done we  
shall be able to start homewards."

At the Magistracy yesterday afternoon four  
Chinamen were committed to take their trials  
at the criminal sessions for being concerned in  
two armed robberies at Ma Tau Wan. Kowloon,  
on the 7th inst. the robbers first visiting No.  
129, which is occupied by a single woman named  
Chan Hi Tan, and then going across to No. 35,  
where Li Cheung, the mother of the other  
woman, lives. The daughter's story was to the  
effect that at about eleven o'clock on the evening  
in question she was asleep in the cockpit  
of her house when she was awakened by seeing  
a light. She then saw ten men enter the  
house, four of them carrying torches  
made of paper. She came down from the  
cockpit and called out "Thieves." One of the  
men had a sword in his hand and another  
a revolver. One of the men put his arms  
round her while another took her by the throat  
bangles. This man had a knife in his hand.  
She called out "Thieves" three times, when one  
of the men put something in her mouth and  
covered her mouth with his hand. The men  
then broke open the doors, and ultimately went  
away with some clothing, etc., also taking her  
servant girl with them. There were in the  
house this girl, another and herself. She re-  
cognised the third defendant.—In the other  
case Li Cheung said that shortly after 11  
o'clock on the evening in question she was  
asleep in her room on the ground floor at 35,  
Ma Tau Wan, when she was awakened by cries of  
"Save life" from her daughter who lived opposite  
at 129. She then heard a noise as if her door  
was being pushed. Her daughter-in-law called  
out to her to open the door, and she did so,  
saying what was the matter. Then the third  
defendant came forward, seized her by the throat  
and struck her with the blunt end of a  
knife on the back of her neck, asking her:  
"Which do you prefer, your money or your  
life?" Other men pushed into the house  
and ransacked it, subsequently carrying  
away the contents of her boxes. After leaving  
the house the robbers fastened the door from  
the outside. The complainant forced the door  
open, and going to No. 30 called a *fok*, who  
went with her to Kowloon City, where her hus-  
band was working as cook. Her husband went  
with her to Kowloon City Police Station and  
made a report.—The defendants were sub-  
sequently arrested by Sergeant Cameron and an  
Indian constable.

The Patrons—Macniven & Cameron, Limited  
DESERVE A NATIONAL MEMORIAL  
for their excellent inventions.—*Donor Chronicle*.  
THE WARELEY PEN, THE PICKWICK PEN,  
THE HUNTER PEN,  
THE OWL PEN,  
Wareley Works, Edinburgh.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

### THE WAR

London, 21st May, 7.40 p.m.

### LT.-COL. MAHON THE RELIEVER OF MAFERING.

General Barton telegraphs from Tainan  
that Lt.-Col. Mahon relieved Mafeking on  
Thursday, the 17th instant. Lord Roberts  
reports that the Boers attacked Lt.-Col. Mahon  
on the 13th instant. Our casualties were  
five killed, twenty-four wounded and two  
missing.

### COL. PLUMER WITH THE RELIEVERS.

Colonel Plumer joined Lt.-Col. Mahon at  
Jammassie on the 15th instant.

### BADEN POWELL REPORTS A SUCCESS.

Colonel Baden Powell reports that fight-  
ing took place all day on the 13th inst.  
The Boer casualties were ten killed and  
nineteen wounded, while they left behind  
108 prisoners, including many French and  
Germans. The garrison's losses were six  
killed and eleven wounded.

### FOOD FOR MAFERING.

General Hunter is proceeding with sup-  
plies to Mafeking, Lord Methuen co-operat-  
ing with him.

### LADY BRAND OCCUPIED.

General Rundle reports that Ladybrand  
has been occupied.

### CAUSE OF BULLER'S DELAY.

General Buller has been delayed in his  
advance by the damage done to the railway  
line.

### MAJOR-GENERAL BADEN POWELL.

Her Majesty the Queen has promoted  
Colonel Baden Powell to the rank of Major-  
General.

[Lt.-Colonel Bryan Thomas Mahon, D.S.O.,  
8th Hussars, served with the Dongola Experi-  
mental Force under Lord Kitchener in 1896 as  
Staff Officer, including the engagements at El-  
Firket and the operations at Hafez, mentioned in des-  
patches, D.S.O., and Khedive's Medal with two  
Clasps].

### REUTER'S SERVICE.

London, 19th May.

### THE WAR—THE RELIEF OF MAFERING.

Reuter's correspondent at Lourenco Marques,  
19th inst., confirms the relief of Mafeking,  
which was effected on the 16th inst. Details  
are anxiously awaited. Everything in connec-  
tion with the relief column has hitherto been  
kept an absolute secret and even the name of  
the commander is not known. The war office  
has had no news of the relief yet.

A Te Deum was sung in St. Paul's Cathedral  
yesterday afternoon. The Lord Mayor and  
Sheriffs were unable to attend, as it was im-  
possible for them to leave the Mansion House  
on account of the crowd.

London, 20th May.

### THE BOER RETREAT FROM NATAL.

Reuter's correspondent at Capetown reports  
that the Boers have exploded the tunnel at  
Langens Nek.

### BOER EXPLANATION OF THE RELIEF OF MAFERING.

It was officially announced in Pretoria on the  
19th inst. that General Delarey engaged the  
British relief column at Mafeking successfully  
on the whole of Wednesday; but during the  
night one of his officers withdrew from a posi-  
tion without the General's knowledge, leaving  
the way for the column to enter.

### THE DEFENCE OF THE TRANSVAAL.

President Kruger has notified the foreign  
Consuls that Johannesburg will be defended and  
disclaimed responsibility for persons or property.

### PROPOSED EXCHANGE OF PRISONERS.

President Kruger has proposed an exchange  
of prisoners to Lord Roberts.

London, 20th May.

### PIESIDENT KRUGER'S TERMS.

The correspondent of the *New York Herald*  
at Lourenco Marques says that President Kruger  
has decided to send a message to Lord Roberts  
requesting the cessation of hostilities, demand-  
ing a guarantee for the lives of the colonials  
with the Boers and stating that unless these  
terms are granted the mines at Johannesburg  
will be exploded and the town destroyed.

Ex-Speaker Thomas B. Reed, while in Wa-  
shington recently, rode up to the Capitol in an  
F. Street car. "What do you think of the  
Fueria Rico tariff matter?" asked the man  
who sat next to him. "I refuse to be quoted,"  
answered Mr. Reed. "I have a reputation for  
purity and chastity to preserve."

A little girl who had been taking raspberries  
in the garden was talked to by her mother, and  
told to resist the temptation. She afterwards  
appeared with evident signs of having been  
again among the raspberries, and when her  
mother asked her how it was she had not resisted  
the temptation, she said that when she was  
looking at the raspberries she did say, "Get  
thee behind me, Satan," and he got behind her  
and pushed her in.

## SUPREME COURT.

May, 22nd.

REPORT HIS HONOUR J. R. B. SMITH  
(ACTING PRINCE JUDGE).

THE ROBERT AT CAUSEWAY BAY.  
The trial of seven Chinese, including a woman,  
for being concerned in the robbery at Causeway  
Bay, was continued. The charge had been re-  
duced to one of larceny. The case had not con-  
cluded when the Court rose.

### BURGLARY IN BEACONSFIELD ARCADE.

MR. MUMFORD'S OFFICE RANSACKED.

On arriving at his office in Beaconsfield Ar-  
cade at about 12 o'clock at noon yesterday Mr.  
Mumford, Lloyd's Surveyor, found his staff in a  
state of great excitement in consequence of the  
place having been visited by burglars during  
the previous evening. The coolie found the  
door burst open when he arrived at about eight  
o'clock in the morning. Mr. Mumford's Chinese  
clerk appeared on the scene shortly afterwards,  
but the police were not informed, as Mr. Mum-  
ford was expected to arrive any minute. He  
was, however, later than usual in consequence  
of his having gone straight to Aberdeen to do  
some surveying.

The burglars had evidently spent some con-  
siderable time in the office, and were preparing  
to make a big haul, when they were apparently  
disturbed and had to hurriedly decamp. In  
addition to the office furniture, etc., Mr. Mum-  
ford had a considerable quantity of household  
goods stored in his room, including clothing,  
silverware, wines, and spirits, which Mr.  
Mumford proposed to remove to his residence  
at the Peak. The burglars had got a quantity  
of silver, clocks, etc., packed up in boxes  
ready to take away, and had demolished a  
Greece clock which had been left in a  
drawer. The drawers of Mr. Mumford's  
desk had been forced, but fortunately no  
money had been left there except in the form  
of cheques, which were not interfered with.  
Everything was, however, upside down. A de-  
termined attempt had been made to open the  
safe, but without success. The burglars had  
made use of some tools left on the premises  
having removed the brass work of the safe and  
prized open some half dozen inches of the top  
of the safe. We understand that nothing has  
been missed but a clock, a musical box, two new  
hats, a razor, and an umbrella. This is the  
third time Mr. Mumford's office has been broken  
into. On the second occasion the sum of \$80  
was stolen.

### THE POPULATION OF HONGKONG.

From the report of the Medical Officer of  
Health for 1899 it appears that the Population  
of the Colony at the Census taken in 1891 was  
found to be 221,441 and at the Census taken in  
1897 it was 248,880.

The following is the estimated population to  
the middle of 1899:

|  |         |
|--|---------|
| Chinese population .....   | 8,915   |
| City of Victoria including<br>Island and Stonecutter's<br>Island ..... | 168,250 |
| Villages of Hongkong and<br>Kowloon .....                              | 40,530  |
| Floating Population .....  | 34,700  |
| Total Chinese Population .....   | 243,495 |
| Army .....   | 3,520   |
| Naval .....  | 9,385   |
| Total Population of the colony 286,310                                 |         |

The Chinese boat population of the Colony  
has been estimated to the middle of the year to  
have been 34,700; this figure cannot, however,  
be relied upon as necessarily accurate, owing to  
an error in the census return for 1891, round-  
ed out in the Annual Report for last year, a correct  
basis for calculating this population is wanting.  
It would appear, however, that there has been  
a steady increase in the floating population and  
at the census taken in 1897 it was found to  
number 33,275.

The number of boats licensed in 1898 was  
10,150, and in 1899 was 9,954.

The population of the Colony is classified pri-  
marily into Chinese and Non-Chinese, the  
former being greatly in the majority. The Non-  
Chinese comprise a white population of 13,000  
of whom 4,155 are civil servants and the remainder  
belong to the Army or the Navy. The colored  
races number 2,760 and comprise East Indians,  
Malays, Filipinos, and a few Africans.

The white civilian population was shown at  
the 1897 census to consist of 2,374 British, 2,275  
Portuguese, and a sprinkling of Americans, Ger-  
mans, French, and other Europeans. The colored  
population is essentially a male adult one,  
as no less than 79.9 per cent. of the Chinese  
population and 58.6 per cent. of the Non-Chinese  
population are males, while more than half the  
population (55.9 per cent. of the Chinese and  
52.0 per cent. of the Non-Chinese) are between  
the ages of 15 and 45. The proportion of those  
British between these ages is only 33.8 per cent.

### JAPANESE SAFETY MATCHES.

REPLY OF THE ROBE CHAMBER OF COMMERCE.

According to the *Ozaka Asahi*, the Kobe  
Chamber of Commerce has replied to the  
communication from the Hongkong Chamber,  
with regard to the dangerous character  
of Japanese "safety" matches. The Chamber  
denies that any dangerous materials are used  
in their manufacture. The attention of the Guild  
of Match Manufacturers was, however, called  
to the matter, and at a general meeting of  
the Guild the decision arrived at was that there  
was no better method of manufacturing than  
that now adopted. It was acknowledged that  
the matches might explode through friction with  
the nails used in fastening up the cases in which  
they are packed, and it was stated that  
more attention would be paid to the packing.  
The method of manufacture is also to be in-  
vestigated.

The *Ozaka Journal* learns from a gentleman  
who recently returned from a tour in Southern  
Asia that the chief defects in Japanese matches  
are that the sticks are very liable to break, and that  
as the boxes are very carelessly made, they are  
easily broken. One contemporary says the *Kobe*  
*Chronicle*, need hardly have gone to the traveller  
in Southern Asia to discover these defects, as a  
little experimenting at home would soon have  
brought these facts to light. Another point is  
that the glowing ends of Japanese matches after  
the flame is extinguished are very apt to drop  
off—a very dangerous defect. That Japanese  
"safety" matches will often ignite upon very  
slight friction is a fact, also, of which most  
people are aware by practical experience.



Shanghai, 12th May, 1900. 1406



## NEW ADVERTISEMENTS

**WANTED**, by a Gentleman, a COMFORTABLY FURNISHED ROOM, without board, within easy distance of Clock Tower. Give location and particulars. Address—

Care of Office of Daily Press—  
Hongkong, 23rd May, 1900. 1559

## VICTORIA PRECEPTORY AND PRIORY

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEHOLDERS' HALL on MONDAY, 28th inst., at 8.30 for 9 p.m. precisely. Visiting Sir Knights are cordially invited to attend. Hongkong, 23rd May, 1900. 1555

## PUBLIC AUCTION

THE Undersigned have received instructions from the Official Administrator to Sell by Public Auction, For account of the Estates of the Late A. W. Upton and S. B. Thayer (deceased),

on FRIDAY, the 25th inst., at 11 a.m., at their Sales Rooms, 100, House Street, SUNDRY GOODS AND EFFECTS, comprising—SUNDRY CLOTHING, TRAVELLING BAGS AND TRUNKS, &c., &c. TERMS—As Usual. HUGHES & HOUGH, Government Auctioneers. Hongkong, 23rd May, 1900. 1556

## PUBLIC AUCTION

THE Undersigned have received instructions from the Ordnance Store Department to Sell by Public Auction,

on FRIDAY, the 25th inst., at 11.30 a.m., at their Sales Rooms, 100, House Street, One FULLY STOCKED MEDICINE CHEST, containing instruments in addition, suitable for a ship.

And A QUANTITY OF SUNDRY STORES. TERMS—As Usual. HUGHES & HOUGH, Government Auctioneers. Hongkong, 23rd May, 1900. 1557

## PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED,

on FRIDAY, the 25th inst., at Noon, at their Sales Rooms, 100, House Street, SUNDRY HOUSEHOLD FURNITURE, comprising—Double IRON BEDSTEAD, TEAKWOOD WARDROBES, CUPBOARDS, VIENNA CHAIRS, RUGS, CARPETS, &c., &c. Also, One IRON SAFE, by S. S. Lowe, London. TERMS—As Usual. HUGHES & HOUGH, Auctioneers. Hongkong, 23rd May, 1900. 1558

## SPECIAL COPYRIGHT ARTICLE.

TO-MORROW (THURSDAY), 24TH INST., the BIRTHDAY OF H.M. the QUEEN, will be published in the

Hongkong Daily Press

## A SPECIAL ARTICLE.

Entitled

## "THE GREATEST QUEEN IN THE WORLD."

written by

MARIE CORELLI.

Extra Copies of this issue should be ordered in advance at the Office of the "HONGKONG DAILY PRESS" or of the Local Booksellers.

Hongkong, 22nd May, 1900. 1549

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

THE Company's Steamship

"FORMOSA,"

Captain Hodgins, will be despatched for the above Port TO-MORROW, the 24th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers. Hongkong, 22nd May, 1900. 1553

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship

"TUENSANG,"

Captain Rolfs, will be despatched as above TO-MORROW, the 24th inst., at 3 P.M.

This Steamer has superior accommodation for First Class Passengers and carries a doctor. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers. Hongkong, 23rd May, 1900. 1554

## K WONG SANG &amp; CO.

SHIP-CHANDLERS, SAIL-MAKERS, GENERAL STOREKEEPERS, HARDWARE, ENGINEER TOOLS, BESS AND IRON MERCHANTS, CONTRACTORS, RIGGERS AND STEVEDORES No. 68, Praya Central, Hongkong.

## PUBLIC COMPANIES

## THE "STAR" FERRY COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE SECOND ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company, will be held at the Company's Office, No. 2, Connaught Road, at Noon, THIS DAY (WEDNESDAY), the 23rd May, for the purpose of receiving the Report of the Directors, with a Statement of Account to 30th April, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 23rd May, both days inclusive.

EDWARD OSBORNE, Secretary. Hongkong, 23rd May, 1900. 1539

## THE "STAR" FERRY COMPANY, LIMITED.

## NOTICE

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the "STAR" FERRY CO., LIMITED, will be held at the Company's Office, No. 2, Connaught Road, THIS DAY (WEDNESDAY), the 23rd day of May, 1900, at 12.15 in the afternoon, when the following Resolutions will be proposed:

1.—That the Capital of the Company be increased from \$10,000 to \$20,000 by the creation of 10,000 new shares of \$20 each.

2.—That the new shares be issued at such time or times and at such premium as the Directors may determine.

3.—That the new shares be allotted to such persons and upon such terms and conditions as the Directors may determine.

By Order, EDWARD OSBORNE, Secretary. Hongkong, 23rd May, 1900. 1570

## THE "STAR" FERRY COMPANY, LIMITED.

## NOTICE

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the "STAR" FERRY CO., LIMITED, will be held at the Company's Office, No. 2, Connaught Road, THIS DAY (WEDNESDAY), the 23rd day of May, 1900, at 12.15 in the afternoon, when the following Resolutions will be proposed:

1.—That the said resolution be passed by the required majority it will be submitted for consideration to a Special Resolution to a Second Extraordinary Meeting, which will be subsequently convened.

2.—That the regulations contained in table A in so far as they apply to this Company be altered as follows:

That the following clause be substituted for Clause 37 of Table A: "The quorum for all the purposes of a General Meeting shall be not less than five members present in person or by proxy. No business shall be transacted at any General Meeting unless the quorum requisite be present at the commencement of the business."

By Order, EDWARD OSBORNE, Secretary. Hongkong, 23rd May, 1900. 1571

## A. S. WATSON &amp; CO., LIMITED.

## THE FINAL DIVIDEND for the year 1899, at the rate of Sixty cents per Share (or Six per cent. on the Capital of the Company, making Eleven per cent. for the year) is PAYABLE at the Hongkong and Shanghai Bank, Hongkong, on and after this date, the 18th May, 1900, on Warrants to be obtained from the undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants.

The DIVIDEND is also PAYABLE at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there, on and after the same date.

By Order, A. H. MANCELL, Secretary. Hongkong, 15th May, 1900. 1483

## HUMPHREYS ESTATE AND FINANCE COMPANY LIMITED.

## THE CERTIFICATE No. 2686, dated 8th January, 1900, of the Shares numbered 10,201 to 10,250, this Company, standing in the name of Mr. J. B. BUTT of Yokohama, has been LOST, and if at the expiration of One month from the date hereof, the above document be not forthcoming, another Certificate will be issued by the Company, and thereafter no other will be acknowledged.

JOHN D. HUMPHREYS & SON, Governing Directors. Hongkong, 12th May, 1900. 1433

## THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty-seventh day of March, 1900, the following Resolutions were passed:

1.—That in pursuance of the provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March and since duly registered, the sum of \$1250,000 be withdrawn from the Reserve Fund and be carried as of the 2nd July next to the Credit of Capital Account, each Share being credited with a sum of \$25 as paid up thereon in addition to the sum of \$50 now standing to the credit of each Share.

2.—That the balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a Call be and is hereby made of \$25 per Share upon all the Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay accordingly. And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the rate of \$12 per cent. per annum, upon all Calls remaining unpaid after the 8th day of July, 1900, up to the actual date of payment of the same.

By Order of the Board, A. SHELTON HOOPER, Secretary. Hongkong, 23rd March, 1900. 1516

## AUCTION

## GOVERNMENT NOTIFICATION.

No. 240.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION to be held at the Office of the Public Works Department on MONDAY, the 28th day of May, 1900, at 3 P.M., are published for general information.

By Command, F. H. MAY, Acting Colonial Secretary. Colonial Secretary's Office, Hongkong, 12th May, 1900. 1540

Particulars and Conditions of the Letting by Public Auction Sale to be held on MONDAY, the 28th day of May, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Six Lots of Crown Land at Mong Kok Tsui, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Rent fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 Years.

Particulars of the Lot.

Lot No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 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**WM. PARLANE**, Manager.  
Hongkong, 17th February, 1899.

## SCIENTIFIC MISCELLANY.

A CONVENIENT CEMENT—DEATH OF HOUSES  
—ANIMAL KINDS—A MEMORABLE EFFACE-  
MENT—DEATH OF CITY TREES—HABIT IN  
PLANTS—AN ILLUSTRATION OF BALL LIGHTNING  
—A DOSE FOR STEEL—THE MODERN WAY.

A much used material, known as Viennese  
metal cement, is a copper amalgam prepared in  
the following manner: Copper is precipitated  
as a very fine powder from a solution of blue  
vitriol by means of strips of zinc, and, after  
being washed and then treated with a solution  
of mercurous nitrate, hot water is poured over  
this copper in a mortar, and the mercury—  
in the proportion of 7 parts to 3 of copper—is  
added. The mixture is kneaded into a very  
plastic mass. The resulting amalgam becomes  
so soft under water that it can be used for  
modelling the most delicate objects from plaster  
casts; it hardens into a malleable mass that can  
be polished like gold and is not readily rubbed  
except by hydrogen sulphide, and it is a strong  
cement or solder for metals, the bright surfaces  
of which it finally whiten at a temperature of  
80 to 90 Cent. When impressions have been  
made on thin sheets, the amalgam may be re-  
inforced by pouring on molten type-metal.

The air of furnace-heated rooms has been  
shown by Mr. R. De C. Ward to be drier than  
that of many desert regions. The mean relative  
humidity of the room tested was 50 per cent.  
for three weeks in November, and the mean  
relative humidity in the open air for the same  
time was 71 per cent. The lowest open-air  
mean known in the United States is  
42.9 per cent for Yuma, Arizona, that for Santa  
Fe, New Mexico, being 44.8 per cent. A mean  
of 23 per cent was found for five summer  
months in Death Valley, Cal.

The Berlin Museum of Natural History  
contains 1,909,000 animal specimens, representing  
200,000 species. It is estimated that a total of  
more than 400,000 living species has now been  
described, of which the insects number 280,000;  
birds, 13,000; fishes, 12,000; reptiles, 8,300;  
amphibians, 1,300; anemones, 20,000; mollusks,  
50,000; worms, 8,000.

Experiments by E. Klein indicate that  
contrary to common belief, such germs as  
those of cholera, typhus and diphtheria do not  
survive more than 3 or 4 weeks after burial in  
the ground.

There is perhaps unappreciated in the final  
disappearance from earth of any of its promi-  
nent life forms. Naturalists of the nineteenth  
century have had opportunity to watch the  
passing of a remarkable animal in the Great  
Auk, or Garg-Fowl, which still existed in a  
number of flocks at the beginning of the century,  
but is now known only from relics so prized  
that a skeleton has been sold for \$800, a skin  
for \$650, and an egg for 250 guineas. The  
bird was poorly fitted for the modern life  
struggle. While practically wingless,  
and collecting together in helpless multitudes,  
it tempted man by the food quality of both fish  
and eggs, and the continuance of the race  
depended upon a single egg a year laid by each  
female. Extinction, however, was gradual.  
Boatloads of the eggs were collected more than  
four centuries ago in Iceland and the neighbor-  
ing islands and the ruthless destruction of eggs  
and birds was continued irregularly by sailors  
until, in 1830, the sinking of a volcanic island  
buried in the sea the last important breeding  
place of the aaks, and the few survivors were  
left on the small Elderly Island. Here, on  
June 3, 1844, three sailors captured two  
specimens, the last of their kind, which were  
strangled and sold for 34s.

The trees in the streets and public places of  
Paris are estimated, by M. Mangin, to number  
about 80,000. Of these, 26,000 are plane trees,  
17,000 chestnuts, and 15,000 oaks, the remainder  
being sycamores, maples, linden, etc., with  
apparently only one oak and one mulberry.  
The mortality among these trees is great. In  
the centre of the city the trees suffer from lack  
of air, in gardens surrounded by houses the  
reflection of the sun's rays seems to be often  
fatal, and root-breaching is interfered with by  
hardness of the ground and especially by the  
salt used on pavements for dissolving snow.  
But the greatest disaster is wrought, it is  
believed, by excavations of the engineer.

In some interesting experiments by English  
botanists, "sleeping" plants, or those which  
had taken their normal position, were placed  
in a dark room. On "awaking" next morning  
they took in the darkness their usual positions  
by day, even when that position had been made  
oblique by one-sided illumination.

The great photographic chart of the heavens,  
now nearly completed after 10 years, will show  
nearly 30,000,000 stars down to 14th magnitude.  
A globular electric discharge is produced by  
S. Leduc, a French electrician, by arranging  
two fine polished metallic points at right angles  
to a photographic plate or glossy gold-leaf  
bromide paper, and connecting them with an  
electrostatic machine. The effect is made more  
sure by placing a sheet of metal under the pho-  
tographic plate or under a piece of glass hold-  
ing the paper. On separating the points two  
to four inches, an effluvia appears at the posi-  
tive and a globe at the negative, the globe  
separating itself from the point on reaching a  
certain size and travelling slowly by a more or  
less irregular path to the positive point. The  
time taken in the passage is one to four minutes.  
As the positive is reached, the light and the  
charges disappear as if a conductor had con-  
nected the machine's terminals, but the pheno-  
mena are repeated when the positive is moved  
to a fresh place.

Important effects are claimed for a steel-in-  
venting powder lately patented by Messrs.  
Budzinski and Schorvaloff, of Paris. The  
mixture consists approximately of 450 parts of

blackshot meal, 220 of corn flour, 300 of  
charcoal, 15 of red pepper, and 15 of asphaltum;  
and the treatment is simply the plunging of  
the red-hot steel into the powder, and having  
it to cool until it acquires the well-known blue  
colour. The action reaches a depth of about a  
sixth of an inch, which may be increased by  
renewed treatment. The steel is rendered as  
soft as to be easily worked, while it has greater  
strength than before on hardening; it is given  
a finer grain, and overheated steel is regener-  
ated.

A French method of disposing of putrid  
meat and infected animal carcasses is to place  
them in rats of sulphuric acid for forty-eight  
hours. The nitrogenous substance are dissolved  
and the solution is drawn off from the fat and  
sent to a superphosphate factory. All germs  
are destroyed, while valuable fertilising material  
is obtained.

Corks that have been steeped in vaseline are  
said to be an excellent substitute for glass stop-  
pers without their disadvantages. They are not  
affected by acids or chemical fumes, and  
they do not become fixed by a blow or by long  
disuse.

NAVAL GUNNERS AND NAVAL  
GUNS.

A TRIBUTE TO THE "TERIBLE" AND OTHERS.

"A special correspondent of the Times wrote  
from Ladysmith under date 22nd March:—  
The naval gunnery of the Boer war left  
Ladysmith for England on the 7th, and that of  
the Terrible left to join their ship on the 11th.  
The 47 guns remain in the hands of the naval  
gunners of the Forth, Flomel, and Terlar,  
under Captain Jones of the Forth, but most of  
the 12-pounders have now been handed over  
to the 4th Mountain Battery. It seems a great  
pity that the naval gunners of the Terrible  
could not have been spared to finish the campaign.  
Three months' practice ashore has made them  
nearly perfect in the management of their guns,  
and they themselves would be the first to admit  
that at any rate in that part of the campaign  
they would have been of great use. Such as  
they are under their present altered conditions  
and mobility, they have improved twofold since  
they first landed. Their rapidity of fire was  
wonderful when it is remembered that their  
carriages are fitted with none of the automatic  
appliances for retarding the gun to the firing  
position, but have to be dragged back over  
time by hand and then carefully adjusted with  
the wheels at exactly the same level. As re-  
gards mobility, they have on at least one  
occasion—namely, Zwart's Kop—taken their  
guns up a place condemned by the Royal  
Artillery as impossible. All this experience  
now to be made further use of, and the  
gunners to be the hands of men who will have  
to learn it afresh. A great advantage the  
naval gunners had over the Royal Artillery  
was their use of the glass. Besides the tele-  
scopic sights used with the big guns, they were  
provided with a large telescope on a tripod,  
at which an officer was always seated watching  
the effect of the shells, and, in the case of an  
advance, the movements of our infantry as well,  
and they were never faulty, as the Royal Ar-  
tillery have been more than once, of firing on  
our own men. On January 24, whilst the fight-  
ing on the top of Spion Kop was taking place,  
the naval guns on Mount Alice were about a  
distance of rather over four miles clearly to  
distinguish our men from the Boers and shell  
the latter. Compare this with the instances that  
came under my personal observation on February  
27. An officer in command of a battery  
was totally unable to distinguish a pair of  
field guns sent by the Government, at a  
distance of a little over one mile, between our  
infantry charging and the Boers running away.  
I see that your Cape Town Correspondent has  
already said that in this campaign, where we are  
perpetually fighting against an invisible foe,  
good glasses are of paramount importance to the  
rifle. They are even more essential to the gun-  
ner than to the other branches of the service,  
and they are in this respect most inadequately  
supplied.

## NEW GOODS.

PLENTY

IN

HAND.

D. NOMA.

12, Beaconsfield Arcade,

Opposite the City Hall,

Hongkong.

Hongkong, 27th April, 1900. [202]

**DAVID CORSAIR & SON'S**  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TARPAULING  
ARNHOLD, KARBBERG & CO.,  
Sole Agents.

**SPECIAL ARTICLES.**  
Now appearing weekly in the  
"Hongkong Daily Press"

Serious of Special Articles, entitled  
"THE NAVY AND THE EMPIRE,"  
by  
W. LAIRD GLOVES  
(author of "The Royal Navy" &c.)

THE Writer is a well-known authority  
on Naval Affairs and the articles will con-  
sequently be read with special interest at this  
period. Among other heads the following will  
be dealt with—

THE DEVELOPMENT OF THE NAVY.  
THE OFFICERS OF THE NAVY.  
&c. &c.  
Hongkong, 3rd May, 1900. [1343]

**怡生號**  
**YEE-SANG & CO.**  
COAL MERCHANTS  
has always on hand  
LARGE STOCKS EVERY DESCRIP-  
TION OF COAL.  
Address—Care of Messrs. KWONG SANG & Co.  
No. 68, PRAYA. [22]

## BUSINESS NOTICES.

## NOTICE OF REMOVAL.

THE OFFICE of the  
HONGKONG DAILY PRESS,  
CHUNG NGOI SAN PO.  
CHRONICLE & DIRECTORY,  
has this day been removed to  
8, PRAYA CENTRAL,  
Entrances, East Lane, recently Messrs.  
Wentt & Co.'s Office, behind Messrs. Shepman,  
Tomes & Co.'s premises.  
Hongkong 1st May, 1900.

## NOTICE OF REMOVAL.

THE HONGKONG TIMBER YARD  
(established in 1852), has this day been  
removed from No. 65, Praya East, Marine  
Lot 109, to Island Lot 1508, BOWINGTON  
CANAL, near the Leighton Hill Road Bridge  
and opposite the Lee Suen Sugar Refinery.  
L. MALLORY. [1323]

## NOTICE OF REMOVAL.

I HAVE THIS DAY REMOVED my Re-  
sidence from No. 65, Praya East, to No. 7,  
LEIGHTON HILL ROAD.  
L. MALLORY.  
Hongkong, 16th May, 1900. [1501]

## WANTED.

WITH possession about the latter part of  
June next, a FIRST FLOOR in  
QUEEN'S ROAD CENTRAL, or vicinity, with 4  
to 6 Rooms, for a Dwelling.  
N. M.  
Care of Hongkong Daily Press.  
Hongkong, 19th May, 1900. [1523]

## STEWARDESSE WANTED.

APPLY to the OFFICE of the PACIFIC  
MAIL S. S. CO.  
C. L. GORHAM,  
Acting Agent.  
Hongkong, 19th May, 1900. [1527]

## WANTED.

A REMINGTON TYPEWRITER. Now  
or Second-hand if in really good order.  
Reply to G. H. Curo of Daily Press Office,  
giving particulars, price, &c.  
Hongkong, 15th May, 1900. [1481]

## WANTED.

A HEADMASTER for the Imperial Korean  
Government School of English in Seoul.  
Salary \$500 a month, with House or Rent  
Allowance. Engagement for Four years.  
Apply, sending copies of testimonials, to—  
H.B.M. LEGATION AT SEOUL.  
Seoul, May 19th, 1900. [1543]

## SHANGHAI CLUB.

## WANTED.

A EUROPEAN HOUSE STEWARD.  
Salary, \$150 p. m. month, Board and  
Lodging, and Uniform.  
Applications, together with testimonials, to  
be sent to "THE SECRETARY, Shanghai Club,"  
C. G. CLOSE,  
Secretary, Shanghai Club.  
Shanghai, 26th April, 1900. [1440]

**QUAN WAH & CO.**  
DEALERS IN  
ITALIAN MARBLE AND GRANITE  
MONUMENTS.  
DESIGNS & PRICES ON APPLICATION  
at No. 1, Queen's Road East, Hongkong.  
Hongkong, 17th October, 1899. [1914]

**MITSUBI BUSSAN KAISHA**  
No. 6, ICE HOUSE STREET, PRAYA CENTRAL.

Head Office—TOKYO.  
Branch Office—LONDON, NEW YORK, BOS-  
TON, SINGAPORE, SHANGHAI, TIENT-  
SIN, NEWCHANG, and all Ports in  
JAPAN.

AGENCIES—  
Mike Coal Mines,  
Kanada Coal Mines,  
Holchu Coal Mines,  
Yoshinomiya Coal Mines,  
Onomura Coal Mines,  
No. 1, Onomura Coal Mines,  
Ichimura Coal Mines,  
Kishima Coal Mines,  
Yokido Coal Mines,  
Yamano Coal Mines,  
Mitsui Coal Mines,  
The Osaka Shosen Kaisha, Limited,  
Tokio Marine Insurance Co., Limited,  
Meiji Fire Insurance Co., Limited,  
Kuregafuchi Cotton Spinning Mills,  
Shanghai Cotton Spinning Mills,  
Tokio Cotton Spinning Mills,  
Mike Cotton Spinning Mills,  
Onoda Cement Company,  
Imperial Government Paper Mills.

**MITSUBI BUSSAN KAISHA.**  
M. FUJISE,  
Manager.

Hongkong, 19th August, 1899. [274]

**PORTLAND CEMENT**  
**J. B. WHITE & BROS.**  
SOLE AGENTS FOR CHINA.  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899.

**WING CHEONG.**  
Dealers in  
JEWELRY, PEARLS, DIAMONDS,  
CURIOUS, JADESTONEWARE, CARVED  
IVORYWARE, SILKS, and GRASS  
CLOTHS.  
AND  
GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen  
of this Colony that we commenced Business on  
the 11th April, 1900, and we solicit their kind  
patronage.  
Nos. 1 & 3, D'AGUIAR STREET.  
Behind Hongkong Dispensary.  
Hongkong, 5th April, 1900. [1067]

**FOR SALE.**  
**JEFFREYS' 16 and 12 BORE GUNS.**  
**ALITRO GUNS** for Wild Fowl and Small  
Game.

**WINCHESTER CARBINES.**  
**MAUSER AUTOMATIC PISTOL.**  
Smith and Wesson 32 and 38 CAL. REVOL-  
VERS.  
SMOKELESS POWDER, and all kinds of  
Sporting Requisites.

**WM. SCHMIDT & CO.**  
Beaconsfield Arcade.  
Hongkong, 7th March, 1900.

## BUSINESS NOTICES.

## 房藥館芝廣

**KWONG CHI KOON**  
DISPENSARY.

街欄樂坊省東廣

子甲次歲年亥同清大

氣開年四拾陸百捌什壹英大

ESTABLISHED 1894.</



## VESSELS ADVERTISED AS LOADING.

| DESTINATION                                  | VESSEL'S NAME        | FLAG & REG. | DEPT. | CAPTAIN              | FOR FREIGHT APPLY TO    | TO BE DESPATCHED           |
|--|----------------------|-------------|-------|----------------------|-------------------------|----------------------------|
| LONDON &c. VIA PORTS OF CALL.                | COROMANDEL           | Brit. str.  | ---   | E. W. Vibert, R.N.R. | P. & O. S. N. Co.       | On 26th inst. at Noon.     |
| LONDON VIA SUEZ CANAL.                       | PASADENA             | Brit. str.  | ---   | Dickens              | BUTTERFIELD & SWIRE     | On 25th inst.              |
| LONDON VIA SUEZ CANAL.                       | AGAMEMNON            | Brit. str.  | ---   | M. H. F. Jackson     | BUTTERFIELD & SWIRE     | On 12th June.              |
| LONDON VIA SUEZ CANAL.                       | ANTENOR              | Brit. str.  | ---   | G. K. Wright, R.N.R. | P. & O. S. N. Co.       | To-morrow, at Noon.        |
| LONDON VIA SUEZ CANAL.                       | ST. JAMES            | Brit. str.  | ---   | Kreble               | GIBB, LIVINGSTON & CO.  | On 9th June.               |
| LONDON VIA SUEZ CANAL.                       | INDOMENUS            | Brit. str.  | ---   | Riley                | BUTTERFIELD & SWIRE     | On 24th inst.              |
| LONDON VIA SUEZ CANAL.                       | HAMBURG              | Ger. str.   | ---   | P. L. Sommer         | MELCHERS & CO.          | On 30th inst. at Noon.     |
| BRUSSELS, VIA PORTS OF CALL.                 | HAKATA MARU          | Dan. str.   | ---   | Fuchs                | NIPPON YUSEN KAISHA     | On or about 4th June.      |
| MAISELLES, HAMBURG & COPENHAGEN, VIA H'KONG. | SAMBA                | Ger. str.   | ---   | Barmeister           | CARLOWITZ & CO.         | On 1st June, at Daylight.  |
| MAISELLES, HAMBURG & COPENHAGEN, VIA H'KONG. | AMERICA              | Ger. str.   | ---   | Schmidt              | CARLOWITZ & CO.         | On or about 21st June.     |
| HAYRE & HAMBURG                              | AMERICA              | Ger. str.   | ---   | Schmidt              | CARLOWITZ & CO.         | On or about 30th June.     |
| HAYRE & HAMBURG                              | AMERICA              | Ger. str.   | ---   | Schmidt              | CARLOWITZ & CO.         | On or about 6th July.      |
| HAYRE & HAMBURG                              | AMERICA              | Ger. str.   | ---   | Schmidt              | CARLOWITZ & CO.         | On or about 14th June.     |
| NEW YORK VIA SUEZ CANAL.                     | FRIDBURG             | Brit. str.  | ---   | Feyen                | CARLOWITZ & CO.         | On or about 12th June.     |
| NEW YORK VIA SUEZ CANAL.                     | ARMENIA              | Ger. str.   | ---   | A. Jackson           | DODWELL & CO. LIMITED   | On 2nd June.               |
| VICTORIA, B.C. & TACOMA.                     | EXPRESS OF CHINA     | Brit. str.  | ---   | R. Archibald, R.N.R. | CANADIAN PACIFIC R. CO. | On 6th June.               |
| VANCOUVER, VIA SHANGHAI, &c.                 | CITY OF RHODE ISLAND | Brit. str.  | ---   | W. Watt              | DODWELL & CO. LIMITED   | On 9th June.               |
| POINLAND, OREGON.                            | DORIC                | Brit. str.  | ---   | ---                  | PACIFIC MAIL S. S. CO.  | On 9th June, at Noon.      |
| SAN FRANCISCO VIA SHANGHAI, &c.              | NIPPON MARU          | Brit. str.  | ---   | ---                  | OTOYOSU YUSEN KAISHA    | To-day, at Noon.           |
| SAN FRANCISCO VIA SHANGHAI, &c.              | STRATHGYLE           | Brit. str.  | ---   | ---                  | BUTTERFIELD & SWIRE     | On 31st inst. at Noon.     |
| SAN FRANCISCO VIA SHANGHAI, &c.              | KASUGA MARU          | Brit. str.  | ---   | ---                  | NIPPON YUSEN KAISHA     | To-morrow.                 |
| AUSTRALIAN PORTS.                            | AMERICA              | Brit. str.  | ---   | ---                  | P. & O. S. N. Co.       | On 25th inst. at 4 P.M.    |
| YOKOHAMA.                                    | AMERICA              | Brit. str.  | ---   | ---                  | NIPPON YUSEN KAISHA     | On 31st inst. at 4 P.M.    |
| NAGASAKI, KOBÉ & YOKOHAMA.                   | AMERICA              | Brit. str.  | ---   | ---                  | NIPPON YUSEN KAISHA     | On or about 26th inst.     |
| NAGASAKI & SHIMONOSEKI.                      | AMERICA              | Brit. str.  | ---   | ---                  | NIPPON YUSEN KAISHA     | On 27th inst. at Daylight. |
| SHANGHAI.                                    | AMERICA              | Brit. str.  | ---   | ---                  | NIPPON YUSEN KAISHA     | On or about 26th inst.     |
| SWATOW, AMOI & TAIWANFOO.                    | AMERICA              | Brit. str.  | ---   | ---                  | NIPPON YUSEN KAISHA     | On 30th inst. at Daylight. |
| SWATOW, AMOI & TAIWANFOO.                    | AMERICA              | Brit. str.  | ---   | ---                  | NIPPON YUSEN KAISHA     | On 27th inst. at Daylight. |
| SWATOW, AMOI & TAIWANFOO.                    | AMERICA              | Brit. str.  | ---   | ---                  | NIPPON YUSEN KAISHA     | To-morrow, at 10 P.M.      |
| SWATOW, AMOI & TAIWANFOO.                    | AMERICA              | Brit. str.  | ---   | ---                  | NIPPON YUSEN KAISHA     | On 25th inst. at 4 P.M.    |
| MANILA, ILOILO & CEBU.                       | AMERICA              | Brit. str.  | ---   | ---                  | NIPPON YUSEN KAISHA     | To-morrow, at 4 P.M.       |
| MANILA, ILOILO & CEBU.                       | AMERICA              | Brit. str.  | ---   | ---                  | NIPPON YUSEN KAISHA     | On 26th inst. at Noon.     |
| MANILA, ILOILO & CEBU.                       | AMERICA              | Brit. str.  | ---   | ---                  | NIPPON YUSEN KAISHA     | On 25th inst. at Noon.     |
| SINGAPORE, PENANG & CALCUTTA.                | AMERICA              | Brit. str.  | ---   | ---                  | NIPPON YUSEN KAISHA     | On 25th inst. at Noon.     |
| ROMBAY, VIA SINGAPORE & CALCUTTA.            | AMERICA              | Brit. str.  | ---   | ---                  | NIPPON YUSEN KAISHA     | On 25th inst. at Noon.     |

## SHIPPING.

**ARRIVALS.**  
May 21, INDOMENUS, British steamer, 4,298, J. Riley, M.O. 17th May, General. BUTTERFIELD & SWIRE.  
May 21, EMMA JUVEN, German str., 1,985, C. Wallis, Saigon 18th May, Rice and Fry Fish. CATERPILLAR.  
May 22, KASUGA MARU, Japanese str., 2,368, E. W. Haswell, Yokohama via Ports 11th May, General. NIPPON YUSEN KAISHA.  
May 22, JASON, British steamer, 1,336, Lyott, Penang 12th May and Singapore 13th May, General. BUTTERFIELD & SWIRE.  
May 22, Kwantow, British str., 1,288, Harris, Tientsin 10th May, General and Ground nuts. BUTTERFIELD & SWIRE.  
May 22, MAIZURU MARU, Japanese str., 667, Ogata, Amoy and Swatow 21st May, General. M. B. KAISHA.  
May 22, YUENHANG, British str., 1,128, P. H. Ho, Manila 10th May, Hemp and Sugar. JARDINE, MATHESON & CO.  
May 22, ESAGO, British steamer, 1,127, H. J. Ho, Canton 22nd May, General. JARDINE, MATHESON & CO.  
May 22, KALANG, British str., 1,158, Later, Vuhu 17th May, Rice. CATERPILLAR.  
May 22, FARMER, Norwegian bark, 514, L. Gunderson, Fremantle 15th March, Sandalwood. OGDEN.

## CLEARANCES.

**AT THE HAMBURG MASTER'S OFFICE.**  
22nd May.  
Indomenus, British str., for Singapore.  
Ambrisa, German str., for Yokohama.  
Monmouthshire, British str., for Portland (Or).  
Hainan, British str., for Shanghai.  
Antenor, British str., for Swatow.  
Hiroshima Maru, str., for Kolo.  
Anna, British str., for Canton.  
Mongkut, British str., for Bangkok.  
Kwaiyang, British str., for Swatow.  
Zheng, British str., for Swatow.  
Chowai, British str., for Bangkok.

## DEPARTURES.

May 22, DAMBERG, German str., for Hamburg.  
May 22, INDIA, Austrian str., for Shanghai.  
May 22, MONMOUTHSHIRE, British str., for Portland (Or).  
May 22, ORELAND, British str., for Weihaiwei.  
May 22, HUMBER, British steamer, for Weihaiwei.  
May 22, HAINAN, British str., for Swatow.  
May 22, ANTENOR, British str., for Shanghai.  
May 22, HIROSHIMA MARU, str., for Kolo.  
May 22, ANNA, British str., for Canton.  
May 22, MONGKUT, British str., for Bangkok.  
May 22, KWAIYANG, British str., for Swatow.  
May 22, CHOWAI, British str., for Bangkok.  
May 22, ESAGO, British str., for Swatow.

## VESSELS IN DOCK.

**ABERDEEN DOCK.**  
Kowloon Dock. Tainan, U.S.S. Monterey, U.S.S. Brooklyn, W. H. Smith.  
COSMOPOLITAN DOCK. Independent, Devonwouse.

## SHIPPING REPORT.

The British steamer *Yuenhang*, from Manila 19th May, has had variable breeze, fine and clear weather, smooth sea.

## VESSELS PASSED ANJER.

April 23, Italian bark, De Gregori Gio Botta, Schaffino, Dec. 14, from Amsterdam for Semarang.  
May 1, Dutch str., Oengaran, Van der Putte, March 24, from Rotterdam for Batavia.  
May 1, Dutch str., Solo, Engelman, March 24, from Rotterdam for Batavia.  
May 1, British 4-m. bark, Howard D. Troop, Cebu, Feb. 3, from New York for Shanghai.  
May 1, British str., Crown of Arragon, from the East.  
May 2, Dutch str., Prinses Sophia, Soomer, May 2, from Batavia for Amsterdam.  
May 3, British str., Karakatta, Talboys, from Christmas Island for Singapore.  
May 3, German str., Sommerfeld, Saenger, from Port Adelaide for Batavia.  
May 3, German 4-m. bark, Paul Rickmers, Walsen, Jan. 23, from Philadelphia for H'kong.  
May 3, British ship, Centurion, Collins, Jan. 15, from Philadelphia for Nagasaki.

## VESSELS ON THE BERTH.

**NIPPON YUSEN KAISHA.**  
**FOR MANILA.**  
THE Company's Steamship  
"KASUGA MARU"  
(3,800 tons gross, Captain E. W. Haswell) will be despatched for the above port on FRIDAY, the 25th inst. at 4 P.M.  
This new Mail steamer especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.  
Return tickets issued by this Company are available for return by steamers of the other Lines.  
For Freight or Passage, apply to  
A. S. MIHARA, Manager.  
Hongkong, 17th May, 1900. [1563]

## VESSELS ON THE BERTH.

**THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**  
**FOR MANILA, ILOILO AND CEBU.**  
THE Company's Steamship  
"ESMERALDA"  
Captain A. Ramsay, will be despatched as above on FRIDAY, 25th May, at 4 P.M.  
This steamer has superior accommodation for Passengers and is fitted with the Electric Light. A doctor is carried.  
For Freight or Passage, apply to  
SHEWAN TOMES & CO., General Managers.  
Hongkong, 21st May, 1900. [1545]

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship  
"LIGHTNING"  
Captain J. G. Spence, will be despatched for the above ports on SATURDAY, the 26th inst. at Noon.  
For Freight or Passage, apply to  
DAVID SASSOON, SONS & CO., Agents.  
Hongkong, 22nd May, 1900. [1523]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE  
ATCHESON, TOPEKA AND SANTA FE  
RAILROAD CO.  
PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
AND SAN FRANCISCO,  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.  
TAKING CARGO AND PASSENGERS  
TO JAPAN PORTS AND  
HONOLULU.  
THE UNITED STATES  
MEXICO, CENTRAL AND SOUTH  
AMERICA, &c.  
S.S. "STRATHGYLE" On 24th May  
5,023 Tons About 20th  
S.S. "BELGIAN KING" June  
3,479 Tons About 20th  
S.S. "THYRA" July  
3,812 Tons

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO VIA KOBÉ, YOKOHAMA and HONOLULU on THURSDAY, 24th May.  
Through Bills of Lading issued to any point in the United States.  
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.  
Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.  
For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, China and Japan. [14]

## THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

**FOR MANILA, ILOILO AND CEBU.**  
THE Company's Steamship  
"MALAYA"  
Captain Prahl, will be despatched as above about MONDAY, the 4th June, a.c.  
For Freight or Passage, apply to  
MELCHERS & CO., Agents.  
Hongkong, 19th May, 1900. [1530]

## BEN LINE OF STEAMERS.

**FOR LONDON.**  
THE Steamship  
"BENLIEG"  
Captain Kroble, will be despatched as above on about SATURDAY, the 9th June.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 19th May, 1900. [1513]

## OCEAN STEAMSHIP COMPANY.

**FOR LONDON VIA SUEZ CANAL.**  
THE Company's Steamship  
"ANTENOR"  
Captain M. H. F. Jackson, will be despatched as above on TUESDAY, the 26th June.  
For Freight, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 18th May, 1900. [1517]

## NORDEUTSCHER LLOYD.

(FREIGHT SERVICE).  
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TUNIS, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## HAMBURG-AMERIKA LINE.

(FREIGHT SERVICE).  
SUBJECT TO ALTERATION.

| STEAMERS.    | DESTINATIONS  | SAILING DATES.                  |
|--------------|---|---------------------------------|
| S.S. AMERICA | HAVRE & HAMBURG (London with transhipment in Hamburg) | 6th June } Freight and Passage. |
| S.S. AMERICA | HAVRE & HAMBURG (London with transhipment in Hamburg) | About 21st } Freight.           |
| S.S. AMERICA | HAVRE & HAMBURG (London with transhipment in Hamburg) | About 30th } Freight.           |
| S.S. AMERICA | HAVRE & HAMBURG (London with transhipment in Hamburg) | About 6th } Freight.            |

\* This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.  
For further particulars as to Freight, Passage, etc., apply to  
CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINE. NORDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.  
Hongkong, 9th May, 1900. [13]

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).  
PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS.   | DESTINATIONS  | SAILING DATES.                 |
|-------------|---|--------------------------------|
| MIKURA      | BOMBAY, VIA SINGAPORE and COLOMBO   | FRIDAY, 25th May, at Noon.     |
| KASUGA MARU | THURSDAY ISLAND, TOWNSVILLE & BRISBANE, SYDNEY and MELBOURNE, VIA MANILA, NAGASAKI, KOBÉ and YOKOHAMA | FRIDAY, 25th May, at 4 P.M.    |
| FUTABA MARU | MAISELLES, LONDON, and ANTWERP, VIA STRAITS, COLOMBO & PORT SAID                                      | SATURDAY, 26th May, at Noon.   |
| HAKATA MARU | MAISELLES, LONDON, and ANTWERP, VIA STRAITS, COLOMBO & PORT SAID                                      | FRIDAY, 1st June, at Daylight. |

Through Passenger Tickets and Bills of Lading issued for the Principal Cities of United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.  
A. S. MIHARA, Manager.  
Hongkong, 9th May, 1900. [12]

## PENINSULAR AND ORIENTAL.

STEAM NAVIGATION COMPANY.  
FOR LONDON, &c.

| FOR                           | STEAMERS             | TO SALES ON | REMARKS.  |
|-------------------------------|----------------------|-------------|---|
| LONDON, &c.                   | JAPAN                | NOON, 9th   | Freight or Passage.                                   |
| LONDON, &c.                   | G. K. Wright, R.N.R. | May         |   |
| LONDON, &c.                   | COROMANDEL           | Noon, 26th  | See Special Advertisement.                            |
| LONDON, &c.                   | E. W. Vibert, R.N.R. | May         |   |
| YOKOHAMA VIA NA-GASAKI & KOBÉ | ROSETTA              | About 26th  | Freight or Passage. (Passing through the Island Sea). |
| SHANGHAI                      | C. C. Talbot, R.N.R. | May         |   |
|                               | CLYDE                | About 26th  | Freight or Passage.                                   |
|                               | E. Street            | May         |   |

For Further Particulars, apply to  
A. M. MARSHALL, Acting Superintendent.  
Hongkong, 27th March, 1900. [1]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.  
THE Steamship  
"COROMANDEL"  
Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 26th May, 1900, at Noon, taking passengers and cargo for the above ports.  
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of this Company's Bills of Lading.  
For further particulars, apply to  
A. M. MARSHALL, Acting Superintendent.  
Hongkong, 14th May, 1900. [1]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship  
"AIRLIE"  
Captain St. John George, will be despatched for the above ports on THURSDAY, the 31st inst. at 4 P.M.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamer of the China Navigation Company and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 9th May, 1900. [1497]

## VESSELS ON THE BERTH.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA, AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 10 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPRESS OF CHINA. Comdr. R. Archibald, R.N.R. WEDNESDAY, 6th June, 1900.  
EMPRESS OF INDIA. Comdr. O.P. Marshall, R.N.R. WEDNESDAY, 27th June, 1900.  
EMPRESS OF JAPAN. Comdr. G. A. Lee, R.N.R. WEDNESDAY, 18th July, 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.  
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, and 12 months.  
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.  
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
THE DINING CABS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.  
For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. S. BROWN, General Agent, Pender Street.  
Hongkong, 5th April, 1900. [9]

## IMPERIAL GERMAN MAIL LINE.

## NORDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.  
ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—Cargo can be taken ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS.                       | DESTINATIONS | SAILING DATES. |
|---------------------------------|--------------|----------------|
| HAMBURG (Hamburg-Amerika Linie) | WEDNESDAY    | 30th May       |
| SACHSEN                         | THURSDAY     | 14th June      |
| OLDENBURG                       | THURSDAY     | 28th June      |
| STUTTGART                       | THURSDAY     | 12th July      |
| KONIG ALBERT                    | THURSDAY     | 26th July      |
| WEIMAR                          | THURSDAY     | 9th August     |
| PRINZ HEINRICH                  | THURSDAY     | 23rd August    |
| PREUSSEN                        | THURSDAY     | 6th September  |
| HAMBURG (Hamburg-Amerika Linie) | WEDNESDAY    | 20th September |
| SACHSEN                         | WEDNESDAY    | 3rd October    |
| OLDENBURG                       | WEDNESDAY    | 17th October   |
| BAYERN                          | WEDNESDAY    | 31st October   |
| STUTTGART                       | WEDNESDAY    | 14th November  |
|                                 | WEDNESDAY    | 28th November  |

ON WEDNESDAY, the 30th day of May, 1900, at NOON, the Steamship "HAMBURG" of the HAMBURG-AMERIKA LINE, Captain Lunzschloss, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
Shipping Orders will be granted till NOON, on MONDAY, the 28th inst. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 29th inst., and Parcels will be received at the Company's Office until NOON, on TUESDAY, the 29th inst.  
Contents of Packages are required. No Special Receipts will be signed for less than £2. and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation and carries a Doctor and Stewardess.  
Linen can be washed on board.

## NORDEUTSCHER LLOYD.

For further Particulars, apply to  
MELCHERS & CO., AGENTS.  
Hongkong, 17th May, 1900. [8]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA. IN CONNECTION WITH THE PACIFIC RAILROAD AND NAVIGATION CO.  
FOR PORTLAND, OREGON, IN CONNECTION WITH THE PACIFIC RAILROAD AND NAVIGATION CO.

| Steamer.       | Tons. | Captain.    | Proposed Sailing. | Steamer.   | Tons. | Captain.    | Proposed Sailing. |
|----------------|-------|-------------|-------------------|------------|-------|-------------|-------------------|
| GOODWIN        | 4,421 | A. Jackson  | June 2            | BRADSHAW   | 3,001 | W. Watt     | June 9            |
| QUEEN          | 3,750 | W. F. Baker | July 3            | A. STEAMER |       |             | July 14           |
| QUEEN ADELAIDE | 2,832 | F. McNair   | July 23           | MONSIEUR   | 2,574 | W. A. Evans | Aug 4             |
| DUKE OF FIFE   | 3,821 | J. S. Cox   | July 28           |            |       |             |                   |

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.  
HONGKONG to LONDON, £17.  
Excellent accommodation. First class Table. Doctor and Stewardess carried.  
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.  
HONGKONG to NEW YORK, £21.  
The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.  
HONGKONG to VICTORIA, TACOMA, or PORTLAND, £28.  
The best route to the Klamath Gold Fields. Frequent Sailings from Victoria.  
TACOMA and PORTLAND to DYLA and ST. MICHAEL.  
Rates of Passage to other Points on application.  
Special rates allowed to members of Government Services.  
Through Bills of Lading issued to Pacific Coast Ports and to Canadian and United States Ports.  
Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Agent of the Freight Agent. Northern Pacific Railroad and Navigation Co., Portland, Oregon. Goods shipped by that route.  
Parcels must be sent to our Office (with return marks full) by 5 P.M. on the day previous to sailing.  
Bates of Passage to other Points on application.  
Special rates allowed to members of Government Services.  
For further information as to Passage or Freight, apply to  
DODWELL & CO. LIMITED, General Agents.  
Hongkong, 17th May, 1900. [110]



VESSELS ON THE BERTH  
OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA AND EUROPE, VIA THE  
OVERLAND RAILWAYS AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) WEDNESDAY, May 23, at Noon.  
Corpor (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, June 19, at Noon.  
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 14, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on WEDNESDAY, the 23rd May, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers add to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan, (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 2nd May, 1900.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, May 31, at Noon.  
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, June 23, at Noon.  
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 21, at Noon.

THE Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 31st May, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, add to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 10th May, 1900.

VESSELS ON THE BERTH  
TRIP THROUGH THE FAMOUS  
YANGTSE GORGES.

FOR ICHANG AND CHUNGKING.  
THE New Fast Paddle Steamer.

"PIONEER" will leave Shanghai on her first Trip for the above places via Hankow on or about WEDNESDAY, the 23rd May.  
The steamer has superior accommodation for First Class Passengers.  
For Passage, apply to  
AENHOLD, KARBURG & CO., Agents.

Hongkong, 15th May, 1900. 1475

VESSELS ON THE BERTH  
OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT VIA SUEZ CANAL.

(Taking Cargo at London's rates.)  
THE Company's Steamship.

"IDOMENEUS" will be despatched as above on THURSDAY, the 24th May.  
For Freight, apply to  
BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd April, 1900. 1165

VESSELS ON THE BERTH  
THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship.

"MAIDUURU MARU" will be despatched for the above ports on SUNDAY, the 27th inst., at DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 21st May, 1900. 15

VESSELS ON THE BERTH  
U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, June 9, at Noon.

CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, July 5, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, July 31, at Noon.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 9th June, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, add to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 10th May, 1900. 13

VESSELS ON THE BERTH  
FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DRUMMOND" will be despatched for the above port on or about the 16th June.

For Freight, apply to  
DODWELL & CO., LTD., Agents.

Hongkong, 9th May, 1900. 1495

VESSELS ON THE BERTH  
OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AGAMEMNON" will be despatched as above on TUESDAY, the 12th June.

For Freight, apply to  
BUTTERFIELD & SWIRE, Agents.

Hongkong, 4th May, 1900. 1535

VESSELS ON THE BERTH  
OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLUS" will be despatched as above on TUESDAY, the 22nd May.

For Freight, apply to  
BUTTERFIELD & SWIRE, Agents.

Hongkong, 20th April, 1900. 1210

VESSELS ON THE BERTH  
THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"ANPING MARU" will be despatched for the above ports on WEDNESDAY, the 20th inst., at DAYLIGHT.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 10th May, 1900. 1445

VESSELS ON THE BERTH  
UNITED STATES AND CHINA-JAPAN  
STEAMSHIP LINE.

(HAMBURG-AMERICA LINE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ARMENIA" will be despatched for the above port on or about 15th June.

For Freight, apply to  
CARLOWITZ & CO., Agents.

Hongkong, 11th May, 1900. 1420

VESSELS ON THE BERTH  
NATAL LINE OF STEAMERS.

THE Under-registered GENERAL AGENTS in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with the CHINA STEAM NAVIGATION Co.'s fortnightly service home to the Cape Ports every fortnight.

For Freight and further particulars, apply to  
DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.

VESSELS ON THE BERTH  
NOTICE TO CONSIGNEES.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship

"ROYALIST" will be despatched for the above ports on or about 15th June.

For Freight, apply to  
CARLOWITZ & CO., Agents.

Hongkong, 11th May, 1900. 1420

VESSELS ON THE BERTH  
STEAMSHIP "INDUS"

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre ex s.s. Dordogne, and Bordeaux ex s.s. Ville de Cette and Ville de Valenciennes in connection with above Steamers are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Under-registered, Goods remaining undelivered after the 24th instant, at 2 P.M.

All damaged packages will be examined on FRIDAY, the 25th inst., at 2 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agents.

Hongkong, 19th May, 1900. 12

VESSELS ON THE BERTH  
AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, ROME, PORT SAID, ADEN, KARRACHI, BOMBAY, PENANG, AND SINGAPORE.

THE Steamship

"INDIA" will be despatched for the above ports on or about 15th June.

For Freight, apply to  
CARLOWITZ & CO., Agents.

Hongkong, 11th May, 1900. 1420

## NOTICE TO CONSIGNEES.

FOR HAMBURG, PENANG, AND SINGAPORE.

THE H.A.L. Steamship

"AMBRIA" will be despatched for the above ports on or about 15th June.

For Freight, apply to  
CARLOWITZ & CO., Agents.

Hongkong, 21st May, 1900. 1547

VESSELS ON THE BERTH  
HONGKONG STEAMERS.

AMBRIA, German str., 3,238, Bremer, May 21.

Siemens & Co. 1,113, Voss, May 18.

Siemens & Co. 1,057, Curtis, April 17.

Butterfield & Swire 4,375, Smith, May 16.

O. O. S. S. Co. 1,704, Chubb, May 21.

Emma Layton, Ger. str., 1,085, Wallis, May 22.

Chinese 966, Ramsay, May 21.

Shewan, Tomes & Co. 1,410, Mitchell, May 19.

Foster, British str., 397, Anderson, May 20.

Jardine, Matheson & Co. 1,491, McArthur, May 21.

Guthrie, British str., 783, Bathurst, May 16.

Douglas, British str., 985, Inland, May 7.

Holstein, German str., 704, Marles, May 8.

Hua, French steamer, 2,340, Lanley, May 17.

Order 4,298, Riley, May 21.

Butterfield & Swire 871, Holtz, April 12.

Independent, Ger. str., 2,706, Wright, May 21.

P. O. S. N. Co. 1,330, Lyett, May 22.

Butterfield & Swire 1,158, Laver, May 22.

Butterfield & Swire 1,368, Harris, May 22.

Butterfield & Swire 2,122, Spence, May 18.

David Sassoon, Sons & Co. 1,039, Weigall, May 18.

Jardine, Matheson & Co. 1,237, Loretan, May 15.

Sander, Wier & Co. 667, Ogata, May 22.

Midland, British str., 1,700, Heamett, May 18.

Marine-Jobson, Ger. str., 710, Jensen, May 21.

Michael Jensen, Ger. str., 1,741, Young, May 16.

Unsung, British str., 1,146, Johansen, May 17.

Quanta, British str., 2,024, Tierney, May 18.

Shewan, Tomes & Co. 3,234, Gordon, May 13.

Dodwell & Co., Limited. 1,544, Wilde, May 17.

Taiyuan, Brit. str., 1,459, Nelson, May 26.

Butterfield & Swire 1,825, Moses, May 21.

Trocas, British steamer, 2,593, Narasaki, May 20.

Teurigenian Maru, Jap. str., 1,128, Rolfe, May 22.

Yasuda, British str., 1,128, Rolfe, May 22.

Jardine, Matheson & Co. 1,128, Rolfe, May 22.

Abner Cohorn, Amr. ship, 1,578, Colcord, May 14.

Remaralia, British str., 130, Harrison, April 14.

Frank, British str., 1,444, Wilde, May 17.

22 East Asiatic Trading Co. 1,547, Spicer, Mar. 30.

Go, T. Hay, British str., 1,547, Spicer, Mar. 30.

Siemens & Co. 514, Ganderson, May 22.

Order 1,432, Ballard, May 27.

Standard Oil Co. 1,800, Colley, Mar. 27.

Standard Oil Co. 1,800, Colley, Mar. 27.

VESSELS ON THE BERTH  
HER BRITANNIC MAJESTY'S SHIPS  
IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 2,000 h.p., Comdr. C. G. F. M. Coad, at Weihaiwei.

Albatross, gun-boat, 1,100 h.p., Comdr. R. H. Johnston, at Hongkong.

Aurora, cruiser, 12 guns, 8,500 h.p., Capt. E. H. Bayly, at Hongkong.

Barfleur, battle-ship, 14 guns, 9,000 h.p., Capt. G. I. B. Warrington, at Weihaiwei.

Bonaventure, cruiser, 10 guns, 7,000 h.p., Capt. R. A. J. Montgomery, at Hongkong.

Brisk, cruiser, 6 guns, 5,600 h.p., Capt. R. B. S. Wrey, at Shanghai.

Centurion, flag-ship, 14 guns, 9,000 h.p., Capt. J. E. Jellicoe, at Shanghai.

Daphne, sloop, 8 guns, 1,400 h.p., Comdr. C. W. Wainwright, at Hongkong.

Edgar, cruiser, 7,550 tons, Capt. E. J. Fleet, at Hongkong.

Endymion, cruiser, 12 guns, 10,000 h.p., Capt. G. A. Callaghan, at Weihaiwei.

Esak, gun-boat, 3 guns, 290 h.p., Lieut. Comdr. C. Chudwick, at Shanghai.

Fame, torpedo-boat destroyer, 6 guns, 5,700 h.p., Lieut. Comdr. Roger Koyas, at Weihaiwei.

Firebrand, gun-boat, 4 guns, 360 h.p., in reserve, at Hongkong.

Goliath, battle-ship, 10 guns, 12,950 tons, 13,500 h.p., Capt. Lewis E. Wirtz, left England, in reserve, at Hongkong.

Hart, torpedo-boat destroyer, 6 guns, 4,000 h.p., in reserve, at Hongkong.

Hermione, cruiser, 10 guns, 7,000 h.p., Capt. R. S. D. Gunning, at Shanghai.

Hammerhead, steamship, Comdr. H. J. Davison, at Weihaiwei.

Janus, torpedo-boat destroyer, left England, in reserve, at Hongkong.

Lionet, gun-vessel, 2 guns, 870 h.p., Comdr. Wm. W. Smythe, at Singapore.

Orlando, cruiser, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, at Weihaiwei.



## POST OFFICE NOTICES.

The Post Office will be closed on Thursday, the 24th instant, Queen's Birthday, except from 8 to 9 a.m. Night Box will be left open. Money Order Office will be entirely closed.

The Nippon Mail, with the American Mail, left Shanghai on Monday, the 21st instant, at 3 p.m. and may be expected here on Friday, the 25th instant.

The P. & O. steamer *Clyde* with the English Mail of the 27th ultimo, left Singapore on Sunday, the 20th inst. and may be expected here on or about Friday, the 25th instant. This Packet brings replies to letters dispatched from Hongkong on 25th March.

## MAILS WILL CLOSE.

| FOR  | PER       | DAY AND HOUR.  |
|--|-----------|--|
| SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) | Doric     | Wednesday, 23rd, 10.00 A.M. (Registration, with letters of 10 cents, up to 10.45 A.M.) |
| Shanghai and Wuchow  | Hambury   | Wednesday, 23rd, 3.00 P.M.   |
| Shanghai and Wuchow  | Idonensis | Thursday, 24th, 9.00 A.M.  |
| Shanghai and Wuchow  | Idonensis | Friday, 25th, 9.00 A.M.  |
| Shanghai and Wuchow  | Idonensis | Saturday, 26th, 10.00 A.M.   |
| Shanghai and Wuchow  | Idonensis | Sunday, 27th, 10.00 A.M.   |
| Shanghai and Wuchow  | Idonensis | Monday, 28th, 10.00 A.M.   |
| Shanghai and Wuchow  | Idonensis | Tuesday, 29th, 10.00 A.M.  |
| Shanghai and Wuchow  | Idonensis | Wednesday, 30th, 10.00 A.M.  |
| Shanghai and Wuchow  | Idonensis | Thursday, 31st, 10.00 A.M.   |

## THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 23rd MAY, 1900.

| STATION.       | Hour. | Baromet.<br>red sea level. | Therm.<br>50° Fahr. | Humidity. | Wind<br>Direc-<br>tion. | Force. | Weather. |
|----------------|-------|----------------------------|---------------------|-----------|-------------------------|--------|----------|
| Yokohama       | 2 p.  | 29.68                      | 78.0                | 75        | S                       | 4      | Cloudy   |
| Kobe           | 2 p.  | 29.60                      | 78.0                | 75        | NE                      | 2      | Cloudy   |
| Nagasaki       | 2 p.  | 29.72                      | 78.0                | 75        | W                       | 8      | Cloudy   |
| Kanagawa       | 2 p.  | 29.72                      | 78.0                | 75        | SW                      | 6      | Cloudy   |
| Yokohama       | 1 p.  | 29.01                      | 78.0                | 75        | W                       | 0      | Cloudy   |
| Taiichi        | 2 p.  | 29.80                      | 78.0                | 75        | W                       | 0      | Cloudy   |
| Taiwan         | 2 p.  | 29.01                      | 78.0                | 75        | SW                      | 6      | Cloudy   |
| Koshan         | 2 p.  | 29.95                      | 78.0                | 75        | SW                      | 2      | Cloudy   |
| Pescadore      | 2 p.  | 29.93                      | 78.0                | 75        | SW                      | 2      | Cloudy   |
| Guizhou        | 1 p.  | 29.70                      | 71                  | 71        | S                       | 2      | Cloudy   |
| Sharp Peak     | 1 p.  | 29.81                      | 73                  | 81        | E                       | 2      | Cloudy   |
| Amoy           | 2 p.  | 29.86                      | 70                  | 77        | SE                      | 2      | Cloudy   |
| Swatow         | 2 p.  | 29.70                      | 80                  | 61        | E                       | 2      | Cloudy   |
| Canton         | 2 p.  | 29.80                      | 85                  | 76        | SW                      | 1      | Cloudy   |
| Hongkong       | 1 p.  | 29.80                      | 85                  | 76        | SW                      | 1      | Cloudy   |
| Victoria Peak  | 1 p.  | 29.80                      | 85                  | 76        | SW                      | 1      | Cloudy   |
| Ang Lock       | 1 p.  | 29.80                      | 88                  | 85        | SW                      | 1      | Cloudy   |
| Shaoan         | 1 p.  | 29.78                      | 88                  | 85        | SW                      | 1      | Cloudy   |
| Hai Phong      | 1 p.  | 29.84                      | 90                  | 90        | SW                      | 2      | Cloudy   |
| Malate         | 3 p.  | 29.84                      | 90                  | 90        | W                       | 1      | Cloudy   |
| Barcelo        | 3 p.  | 29.84                      | 90                  | 90        | W                       | 1      | Cloudy   |
| Haito          | 3 p.  | 29.84                      | 90                  | 90        | W                       | 1      | Cloudy   |
| Cebu           | 3 p.  | 29.84                      | 90                  | 90        | W                       | 1      | Cloudy   |
| C. S. James    | 3 p.  | 29.84                      | 90                  | 90        | SW                      | 3      | Cloudy   |
| 22nd MAY, A.M. |       |                            |                     |           |                         |        |          |
| Yokohama       | 7 a.  | 29.82                      | 84                  | 77        | SW                      | 2      | Cloudy   |
| Tokyo          | 7 a.  | 29.82                      | 84                  | 77        | SW                      | 2      | Cloudy   |
| Kobe           | 7 a.  | 29.82                      | 84                  | 77        | SW                      | 2      | Cloudy   |
| Nagasaki       | 7 a.  | 29.82                      | 84                  | 77        | SW                      | 2      | Cloudy   |
| Kanagawa       | 7 a.  | 29.82                      | 84                  | 77        | SW                      | 2      | Cloudy   |
| Taiichi        | 7 a.  | 29.82                      | 84                  | 77        | SW                      | 2      | Cloudy   |
| Taiwan         | 7 a.  | 29.82                      | 84                  | 77        | SW                      | 2      | Cloudy   |
| Koshan         | 7 a.  | 29.82                      | 84                  | 77        | SW                      | 2      | Cloudy   |
| Pescadore      | 7 a.  | 29.82                      | 84                  | 77        | SW                      | 2      | Cloudy   |
| Guizhou        | 9 a.  | 29.70                      | 66                  | 90        | W                       | 3      | Cloudy   |
| Sharp Peak     | 9 a.  | 29.70                      | 74                  | 89        | E                       | 2      | Cloudy   |
| Amoy           | 9 a.  | 29.70                      | 74                  | 89        | SW                      | 2      | Cloudy   |
| Swatow         | 9 a.  | 29.70                      | 74                  | 89        | SW                      | 2      | Cloudy   |
| Canton         | 9 a.  | 29.70                      | 74                  | 89        | SW                      | 2      | Cloudy   |
| Hongkong       | 10 a. | 29.82                      | 84                  | 77        | SW                      | 2      | Cloudy   |
| Victoria Peak  | 10 a. | 29.82                      | 84                  | 77        | SW                      | 2      | Cloudy   |
| Ang Lock       | 10 a. | 29.82                      | 84                  | 77        | SW                      | 2      | Cloudy   |
| Shaoan         | 10 a. | 29.82                      | 84                  | 77        | SW                      | 2      | Cloudy   |
| Hai Phong      | 7 a.  | 29.88                      | 88                  | 72        | SW                      | 1      | Cloudy   |
| Malate         | 9 a.  | 29.88                      | 88                  | 72        | SW                      | 1      | Cloudy   |
| Barcelo        | 9 a.  | 29.88                      | 88                  | 72        | SW                      | 1      | Cloudy   |
| Haito          | 9 a.  | 29.88                      | 88                  | 72        | SW                      | 1      | Cloudy   |
| Cebu           | 9 a.  | 29.88                      | 88                  | 72        | SW                      | 1      | Cloudy   |
| C. S. James    | 7 a.  | 29.88                      | 88                  | 72        | SW                      | 3      | Cloudy   |